

Parking Strategy

Elected member briefing

10 July 2024

The bottom right corner of the slide features a decorative graphic consisting of several thick, light blue wavy lines that flow from the bottom left towards the right edge, creating a sense of movement and modern design.

We all know about some parking issues...

- People using city streets for permanent parking (e.g. Myrtle street)
- Lack of mobility parking at community facilities
- Regular congestion at community facilities (e.g. Walter Nash)
- People using park and ride facilities for free parking
- Losing 700 parking spaces through Riverlink

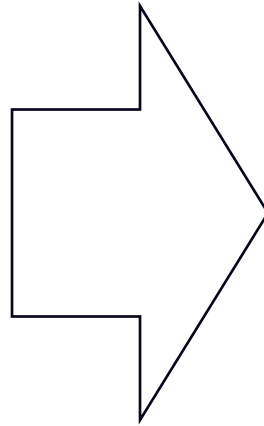
Parking is a systemic issue: a growing population living more densely puts more pressure on parking



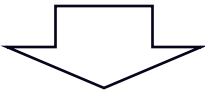
How a parking strategy works

Parking strategy:

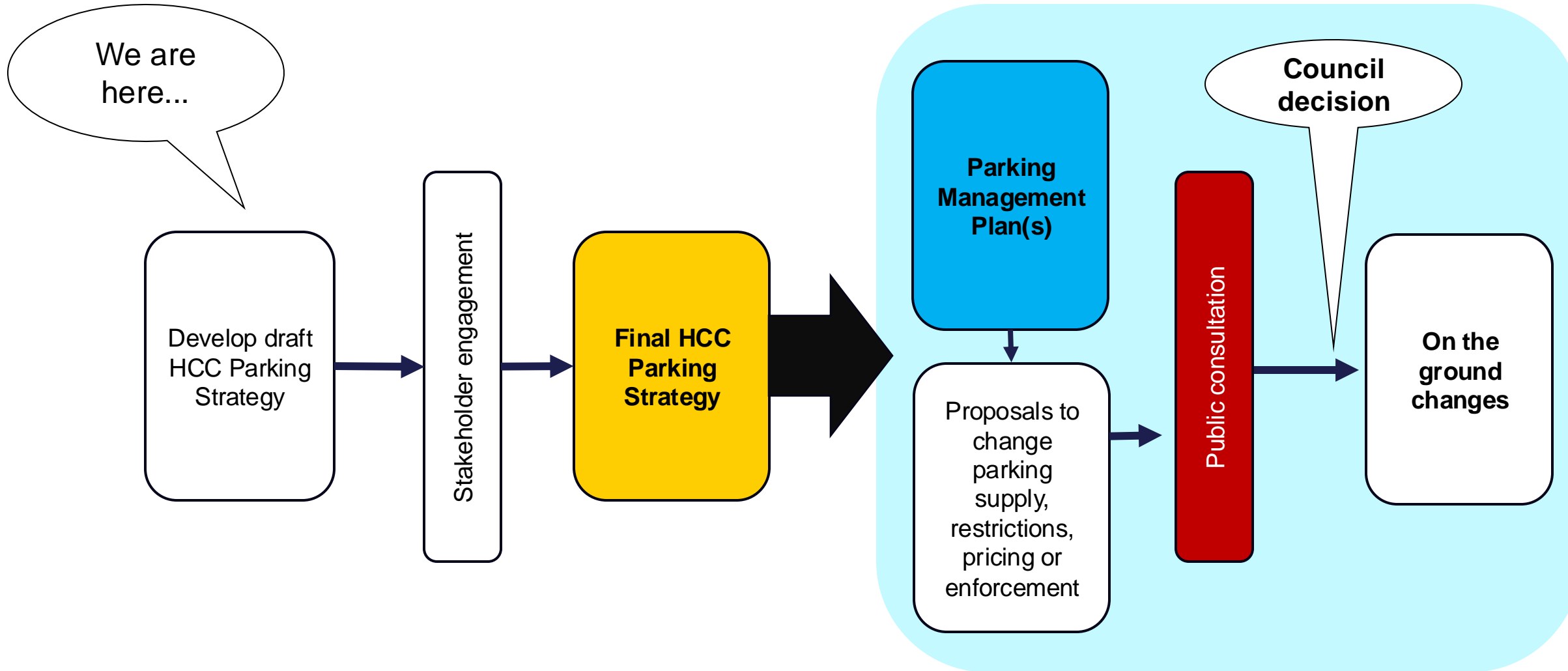
- Outcome, objectives & principles
- Road space hierarchy
- Parking space priorities
- Thresholds for parking
- Parking management tools



Parking Management Plans:

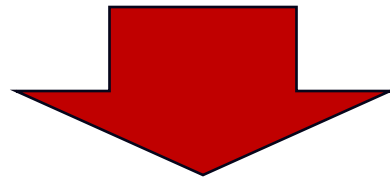
- Location map
 - Evidence: data on patterns, problems & opportunities
 - Relevant context
 - Proposed changes to parking management
- 
- Results of consultation
 - Council decision

Running with best practice – the NZTA Model



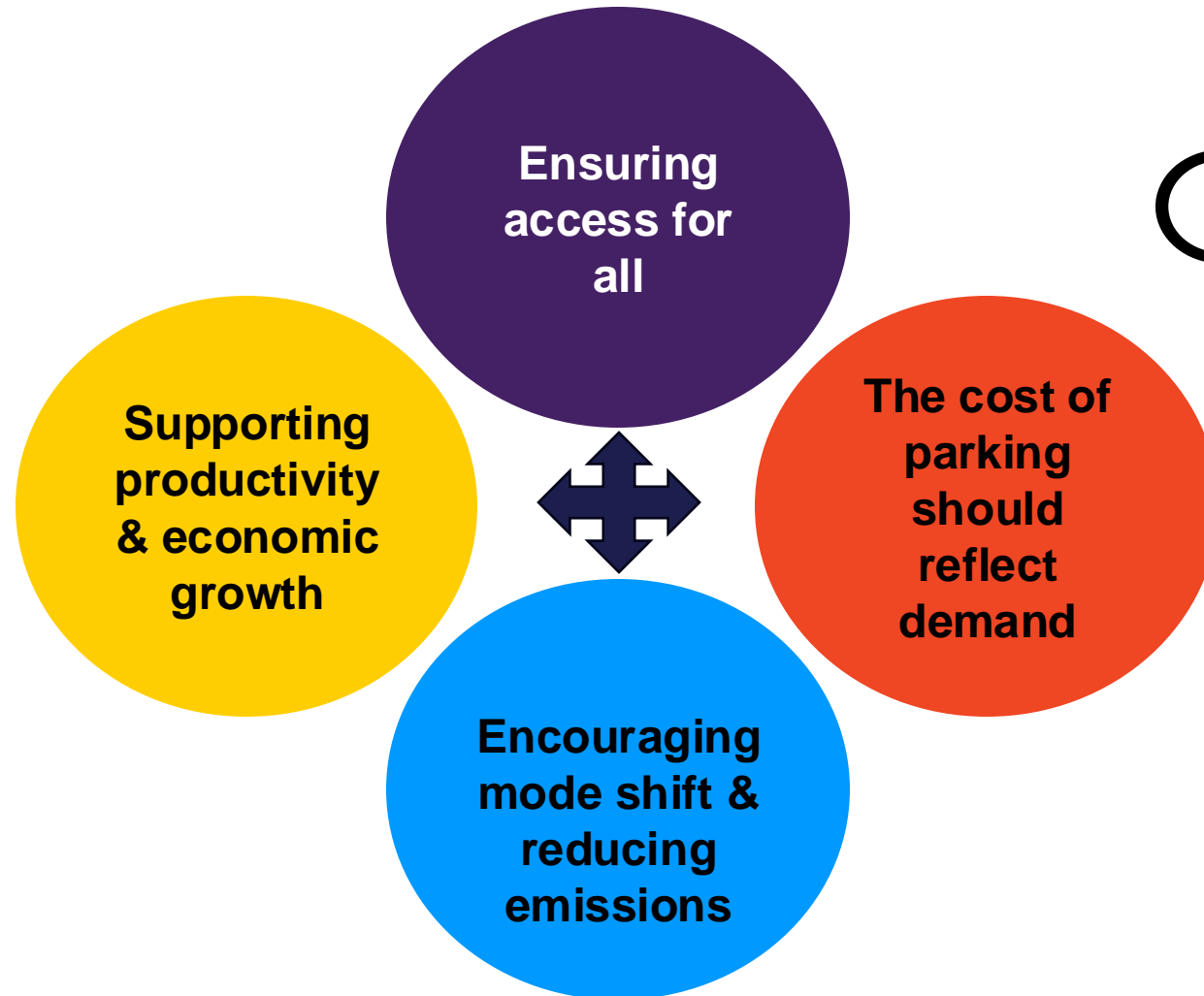
What we learned from other councils

- A Parking Strategy can drive robust Parking Management Plans
- Parking needs are changing – e.g. Mobility, PUDO & loading zones
- Parking mgmt. can manage demand and encourage mode shift
- High turnover & occupancy is good for business
- Consider graduated and demand-responsive pricing



‘Right amount of parking, in the right place, at the right price’

How do we balance competing objectives?



Proposed outcome, objectives and principles

Outcome

Parking management supports Te Awa Kairangi ki Tai Lower Hutt to be a vibrant and well-functioning city

Objectives

Best use of existing parking space (not increasing supply)

Support productivity & economic growth

Inclusive access

Encourage mode shift

Support social wellbeing

Parking space is used efficiently

Equitable costs of parking (ratepayers & users)

Principles

Prioritise parking for those with greatest need

Safe roads & streets

Parking management delivers a high-quality user experience

Parking pricing responds to demand

Parking management decisions are evidence based

Parking supports quality urban development

Parking supports city-wide transport outcomes

Next steps....

- **July–August** – engagement with key stakeholder groups:
 - Chamber of Commerce
 - Community boards
 - Mobility/disability sector
 - Emergency services
 - Transport providers
 - Energy Efficiency Conservation Authority (EECA)
 - Other stakeholder groups?
- **September** – draft parking strategy goes to PFS for approval
- Transport Group is identifying potential areas for a first PMP



Questions for your feedback...

- Are you comfortable with the parking strategy -> parking management plan model?
- Have we got the objectives and principles right?
- What have we missed?
- Have we identified the right stakeholders?
- Are there other things you need us to think about?

